

CLASSIFICATION

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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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1. [redacted] at the Rudy Letov Aircraft Plant in Prague that the plant had a work force of 6,000 persons which was to be increased to 16,000 persons by early 1953. Work was done in two shifts.

2. In July 1952, the plant had a weekly output of 8 MiG-15s which was to be increased to 15 aircraft per week. [REDACTED]

The completed MiG-15s were test flown by Soviet pilots and were transferred to Milovice by Czech pilots. The MiG-15s were fitted with a tail wheel and were armed with 2x22-mm and 1x44-mm Czech made guns with a "z" as factory sign.² The origin of the engines and other parts which were not produced at the plant was not determined.

3. Me-109 aircraft were occasionally fitted with new engines which were received from the former Walter Plant in Jinonice³.

4. a. [redacted] duraluminum connecting pieces for fuel lines which were 22 mm, 35 mm and 44 mm in diameter. The daily output amounted to 500 to 600 units. [redacted] copper stuffing rings, 55 mm in diameter and 3 mm thick. The daily output was 700 rings.

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6. In June 1952, a delta wing jet aircraft with a wing span of 1 meter was tested.

7. During March 1952, [] excavation work near the Kobylisy military target range, allegedly for the construction of a branch plant of Rudy Letov. A runway was also allegedly under construction in this area.⁵

8. The plant was protected by a militia of 60 men. Air raid precautionary measures or practices were not observed.

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[illegible]

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1. [] Comment. The series production of MiG-15s at Rudy Letov Plant had probably started in early 1952. Prior to that time, sedans of Aero Minor-type were constructed there.

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3. [] Comment. Now the Jan Sverma Plant of Motorlet.

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4. [] Comment. It is believed that one of the aircraft models with jet power unit seen at the 1952 Czech airplanes model show is concerned.

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5. [] Comment. The construction of a runway in the unsuited area of Kobylysy is believed improbable.

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